

# "IF SHAMROCK IS BEATEN IT WILL BE THE WHOLE OF GREAT BRITAIN THAT IS WHIPPED"—SIR THOMAS LIPTON.

ATTITUDES OF SIR THOMAS LIPTON AS HE TOLD THE JOURNAL REPORTER OF HIS INTENTION TO "LIFT" AMERICA CUP.

(Sketched on Board the Erin by a Journal Artist.)



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"Take off your caps, gentlemen, and wave in answer to their cheer."

"You cannot imagine how much work there is attached to this business."

"We're going to 'lift that cup.'"

"I don't notice Mr. Morgan or Mr. Iselin telling anything about the Columbia."

## "We Are Going to Lift That Cup. That Is What I Am Here For," Says the Challenger's Owner.

Shamrock Will Have Her First Trial Spin in American Waters To-day—Lipton Prepares to Aid in the Dewey Celebration.

THE Scotch Sabbath was strictly observed yesterday on board the cup challenger Shamrock. Not a stroke of work beyond that absolutely necessary was done.

The yacht tugged lazily at her anchor chain off Tompkinsville and swung about with the tide. The crew lay about the deck, idly watching the swarm of excursion boats that hovered around. The huge mainsail was furled and wrapped along the boom in its canvas cover. At the stern floated the Royal Yacht ensign; at the peak was the shamrock flag. No one was allowed aboard.

A few hundred yards away was Sir Thomas Lipton's steam yacht Erin, glistening white on her sides with brightly polished brass work above. When the crew had rubbed away every marring spot from stem to stern and made the decks as neat as a Dutch housewife's kitchen the same Scotch observance of the Sabbath prevailed on board the magnificent craft—prevailed for every one save the owner.

Sir Thomas J. Lipton tried to refrain from work yesterday, but he failed every hour. The spirit of work seems to have been born in the man. It is an absolute necessity to him. He cannot enter into pleasure or sport unless he works. Daily labor made him his great fortune and enabled him to challenge for the America's Cup. It has become his recreation.

It Is All Work, Says Shamrock's Owner.

"You cannot imagine how much work there is attached to this business," he said to the Journal correspondent, who sat with him in the Erin's music-room. "It is enormous. I have tried to cut loose from all business in London and devote my time to lifting that cup, for we mean to have it, but they persist in reaching me by cable, and there is no rest for a busy man."

Then he excused himself for half an hour and plunged into his office—the Erin has a business den on board—and there with Mr. Barrie, his American representative, and two secretaries a score of pressing affairs were settled.

The pressure of work on his mind having been relieved temporarily he emerged again on deck. He was dressed in white flannel trousers with white shoes, blue coat and a yachting cap with blue band and white top. He leaned over the port rail and looked at the graceful green racer lying near by.

Just then a big harbor tug, the Columbia, passed by with a cheering, exuberant crowd on board. A banner proclaimed them members of the Louis Fricke Association. They cheered the Shamrock; they shouted for Lipton and made as great a din as possible.

"You're all right, Lipton," came across the water in stentorian tones.

Sir Thomas Lipton Touched by His Welcome.

"That's what touches me," said Sir Thomas. "It is worth more than formal greetings and stilted functions. It is genuine welcome and straight from their hearts. Those are the kind of people who form the backbone of a nation—the great mass that speaks honestly and forcibly."

"Take off your caps, gentlemen, and wave an answer to their hearty good cheer."

All did so, and the members of the Louis Fricke Association received the appreciative thanks of Sir Thomas Lipton, who not only waved his cap, but drew his handkerchief and gave a fluttering answer to the prolonged cheering.

Down near the Shamrock was another excursion boat loaded to the guards with a throng that was making a great demonstration over the challenger.

"Look at that," exclaimed Sir Thomas. He put a marine glass to his eyes and laughed at the sight of a much tipped over excursion steamer, black with people and spotted with white fluttering handkerchiefs. Over the water came the echoes of a band.

"Listen to that music," said Sir Thomas. As the excursion steamer came nearer the strains of "Dear Little Shamrock" could be distinguished, and then "Come Back to Erin." Alongside the Erin the band struck up "You'll Ne'er Come Back Again."

Confident He Will Capture the Coveted Cup.

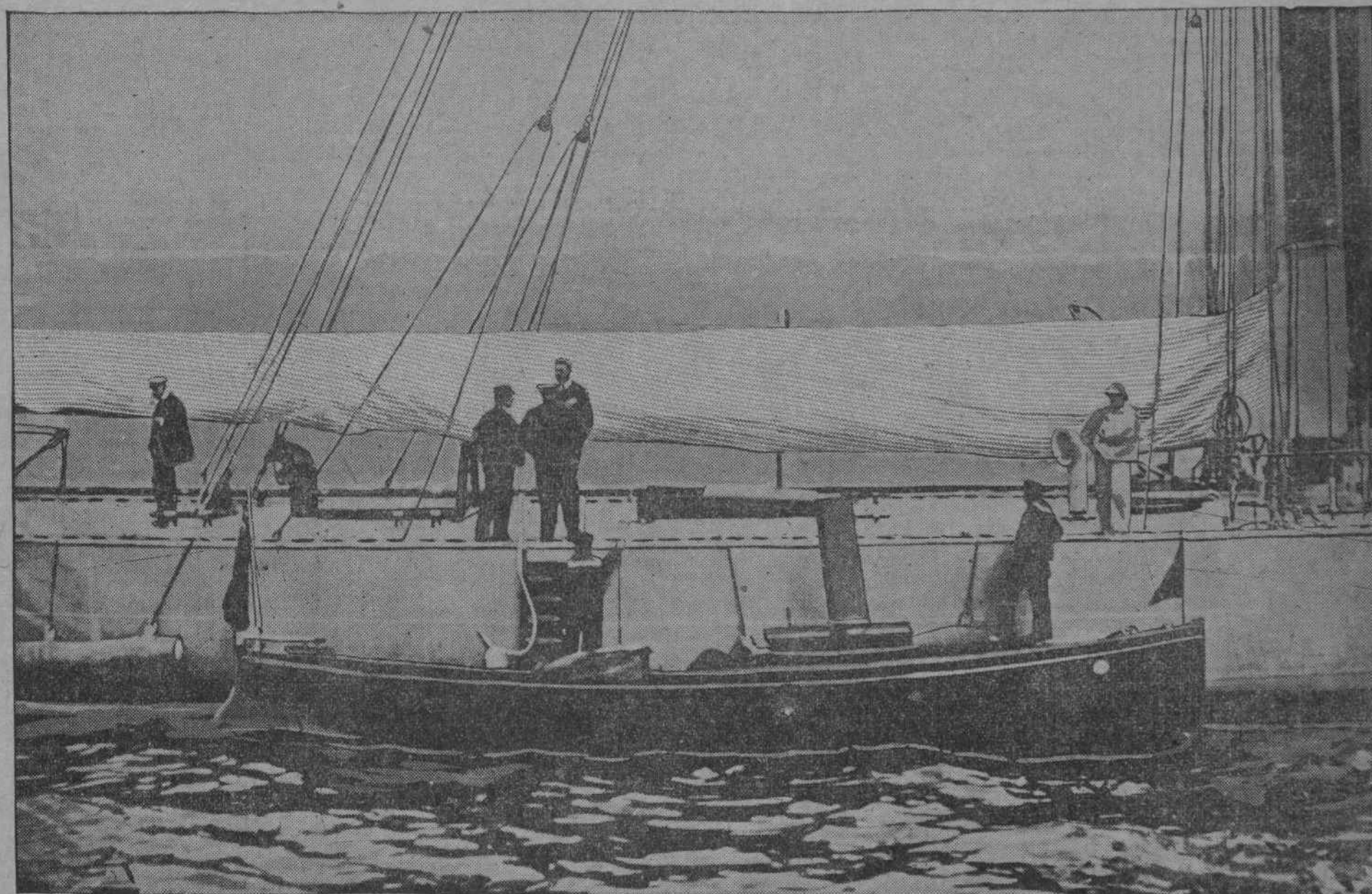
"You Americans had better save that tune until after the races," said the Shamrock's owner. "When we take the cup away with us, you can play it in sadness, for that will be your last sight of the cup."

The excursionists were cheering tremendously as they recognized Lipton leaning over the rail of the bridge deck.

"Hurrah for Lipton," "You're a bully good fellow," "You're all right, old Ireland," were some of the cries that could be distinguished as Lipton waved his cap again and laughed at the exuberance of the crowd.

By his side stood the Chevalier Martini, who came over on the Erin to paint marine pictures.

"And these," said the painter with strong Italian accent, "is what you call



Sir Thomas Lipton Visiting the Shamrock Late Yesterday Afternoon at Her Anchorage Off Tompkinsville.

"Yes," answered Sir Thomas. "It is a republic and they are all good people in it."

On the deck forward are mounted two rapid-fire Hotchkiss guns, and down below is a great stack of rifles, revolvers and cutlasses, for the Erin is enrolled in the Royal Navy Reserve.

"I'll tell you in strictest confidence," said Sir Thomas as he was showing this armory, "what all these munitions of war are for. We came over for that cup and we mean to have it," and he handled one of the guns with a menacing air that betokened victory or death, but which gradually gave way to a sly wink.

Lipton Seeks an Opinion on Columbia's Race.

"But, seriously," he added, "we are over here with one object in view. We are going to lift that cup. That is what I am here for. I've dropped everything else. If we are beaten it will be the whole of Great Britain that is beaten, for the Shamrock, I believe, is the best boat that Britain can turn out."

Turning interviewer himself, Sir Thomas asked: "What do you think of Columbia's race with Defender?"

The reporter replied that Columbia seemed to have acquitted herself well and beaten Defender soundly.

"Yes, she did," said Lipton. Then he glanced toward the Shamrock and added: "But we are here and after that cup."

"There have been some criticisms about the secrecy maintained regarding Shamrock," said her owner as he paced the Erin's deck. "I have not noticed Mr. Morgan or Mr. Iselin telling anything about Columbia. Of course, nobody will be allowed aboard the Shamrock. Nor has any outsider been aboard the Columbia."

"We are here for business. This is a serious undertaking, and it must be run on strict lines. It is not a mere pleasure cruise, when we should be only too glad to welcome our friends, but it is a race for the greatest yachting trophy in the world. After we have that cup safely stowed away in the Shamrock's locker then things will be different, and secrecy can go to the winds."

Tea was served at 5 o'clock aboard the Erin, according to English custom, and the yacht's party gathered informally around the table in the luncheon room. The forthcoming Dewey celebration was spoken of, and Sir Thomas grew enthusiastic over it.

"They have given the Erin a place of honor in the marine parade," he said, "and I shall try to make her a fitting ornament to the pageant by means of electrical illumination. I am sure she has a larger electric plant than any other yacht in English waters, and every bit of power will be turned into lights to welcome Admiral Dewey."

"I have arranged for the word Erin to be spelled in electrical letters ten feet high just over the smoke stack. At the main peak will be an American flag in lights, and at the fore peak a shamrock in green lights."

"All over the ship lights will be hung. A row of hundreds of them will start at the bow, run up to the foremast head, across to the mainmast and then down to the stern. There will be in all more than 2,000 lights."

When asked what his social plans for the coming week were Sir Thomas answered:

"I have none. I do not mean to accept any social invitations until after the races. There is too much work to be done. Shall I be in town any night this week? I do not know. Perhaps I may go in for a theatre. What is good just now in the theatres? We will try to go to one, but I can't say what night."

No Visitors Allowed on Either Boat.

The afternoon had passed quickly and pleasantly on board. Sir Thomas was "not at home," and many curious people who rowed out to the Erin did not get aboard. Sunday is not a social day in Scotland.

"Mr. Barrie, will you kindly have the launch made ready," said Sir Thomas toward 6 o'clock. "I want to take a little sail for some air."

His guests were landed first at the yacht club float, and then the Shamrock's owner steamed over to the green racer for his first visit of the day. After a few minutes on board he sailed on down the Narrows and returned in time for dinner aboard the Erin. The evening was spent lying about in easy chairs

on deck, and all on board retired early.

At 8 o'clock this morning the Shamrock and Erin will go out to sea for the challenger's first trial spin. Lipton, Fife and Halsey will be on board. Fife will take the tiller and have command of the yacht. He will sail her in the cup races as well. Sir Thomas Lipton has given him complete authority to handle the boat as he deems fit.

The Shamrock squadron will anchor to-night in the lower bay and remain there most of the week. The challenger will make daily runs out to sea.

**PRESIDENT HADLEY TO LEAVE THE YALE REVIEW.**

Prominence Given to an Editorial on the Philippines Is Said to Be the Cause.

New Haven, Conn., Sept. 3.—President Hadley, of Yale University, will retire from the editorial board of the Yale Review at the close of the present annual issue of the magazine next February. This information was imparted to one of his friends to-night and its announcement authorized.

The coming retirement of President Hadley has caused much speculation. He came into such marked prominence because he was regarded as responsible for the editorial in the last number criticizing the Government's course in the Philippines. That he has come to feel that it is not desired to have editorial views in Yale publications advertised as the views of either Yale or the president of Yale.

President Hadley will make no statement on the subject.